

*Sole Agents for the*  
**UNITED ASBESTOS COM-  
PANY, LTD. LONDON.**  
**DODWELL & CO., LIMITED**  
*General Agents.*

THIRTY DOLLARS  
PER ANNUM

\_\_\_\_\_







## RESERVATION OF AN HISTORIC SPOT.

SUNG WONG TOL.

Last year the Legislative Council, on the motion of the Hon. Dr. Ho Kai, passed a resolution in favour of the reservation of the piece of crown land situated at British Kowloon known as Sung Wong Tui or Sung Wong Tui, and at the Council meeting yesterday effect is given to this resolution by the introduction of a Bill, the first reading of which was passed. The Bill provides that the piece of land in question "shall be henceforth reserved or appropriated by the Governor as a place of popular resort and of antiquarian interest: Provided, nevertheless, that if at any time hereafter it appears to the Governor that it is necessary, in the interests either of the Imperial Government or of the Government of this Colony, that such land should be re-appropriated either wholly or in part, it shall be lawful for the Governor to re-appropriate such land or any part thereof and to use the re-appropriated land or allow it to be used for other purposes than those above mentioned. Notice of such re-appropriation shall be forth with published in the Government Gazette."

Sections 3 and 4 of the Bill read as follows:—

3. It shall be lawful for the Governor-in-Council, from time to time, to make such regulations as he may deem expedient for the maintenance of good order in the said reserved land, and for the preservation, management, and use thereof, and for the enjoyment thereof by the public, and to annex to the breach of any such regulations, penalties not exceeding twenty-five dollars in respect of each such breach. Any such penalty may be sued for and recovered summarily under the Magistrate's Ordinance, 1890. All such regulations shall be published in the Gazette and thereupon shall have the force of law.

4. If any person injures or defaces any ancient monument, rock, memorial, or inscription, which is on or upon any land reserved or appropriated under this Ordinance as a place of popular resort and of antiquarian interest, then such person shall on summary conviction before a Police Magistrate be liable to the discretion of such Magistrate to one of the following penalties, (that is to say,)—(1.) To pay a fine not exceeding fifty dollars, and in addition thereto to pay such sums as the Magistrate may think just for the purpose of repairing any damage which has been caused by the offender; or (2.) To be imprisoned with or without labour for any term not exceeding one month.

Dr. Eitel in the "History of Hongkong" (at pages 129 and 130) makes the following allusion to the spot in question:—

"As to the history of Hongkong previous to the rise of the T'ang Dynasty (A.D. 618) very little is known. There is, however, the Kowloon peninsula, and within British territory, an ancient rock-inscription, on a large loose lying granite boulder, which crowns the summit of a circular hill, jutting out into the sea, close to the village of Ma-ta-chung, directly west of Kowloon city. This inscription, consisting of three Chinese characters (Sung Wong Tui), 'Hall of a King of the Sung' arranged horizontally, was originally cut about half an inch deep in the northern face of the boulder. The Chinese Government believe it to be a genuine inscription, about 600 years old. The original characters, having become nearly effaced in course of time, were renewed at the beginning of the present century (1807) by order of the Viceroy of Canton, the date of this restoration being recorded by a separate inscription the characters of which are arranged perpendicularly. The memories attaching to this inscription and to the whole hill, which still shows the outlines of the original entrenchments, are so sacred in the eyes of Chinese officials and literati, that excavations and quarrying were prohibited in that locality, and the severest penalties, when the peninsula was leased and subsequently ceded to the British Crown, the Chinese Government specially stipulated that the rock-inscription and the whole hill should remain untouched. Nevertheless, quarrying has occasionally been attempted there since the locality came into British possession.

Chinese history states that, when the Sung Dynasty was overthrown by the invasion of the Mongols under Kublai Khan, who subsequently seated himself on the throne of China (A.D. 1280), the last Emperor of the Sung Dynasty, then a young child, was driven with the Imperial Court to the south of China and finally compelled to take refuge on board ship, when he continued his flight, accompanied by a small fleet. Coasting along from Foochow, past Amoy and Swatow, he passed (about 1278 A.D.) through the Ly eo-moon into the waters of Hongkong. After a short stay on Kowloon peninsula, he sailed westwards until he reached Nagashan, at the mouth of the West River (south-west of Macao). But meanwhile the Mongols had taken possession of Canton and hastily organized a fleet with which they hemmed in the Imperial flotilla on all sides. The Prime Minister (Lu Su Fu), seeing all was lost, took the young Emperor on his back, jumped into the sea (A.D. 1279) and perished together with him.

Within a few months previous to this event, the Imperial Court had rested for a while in the little bay of Kowloon, called Ma-ta-chung. Tradition says that Kowloon city and the present hamlets of Ma-ta-chung and Ma-ta-wai were not in existence at the time, and that the Imperial troops were encamped for a time on the hill now marked by the inscription, whilst the Court was lodged in a roughly-constructed wooden palace erected at a short distance from the beach on the other side of Ma-ta-chung creek, at a place now marked by a temple. There, it is said, the last Emperor of the Sung resided for a while on ground now British and in sight of Hongkong, waiting for news from Canton concerning the movements of the Mongols, and hoping in vain to receive succour from that treacherous city."

## THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

The following is the tenth report of the Board of Directors to the ordinary meeting of shareholders, to be held at the Company's offices, Victoria Buildings, at 12 o'clock noon, on Wednesday, the 1st February, 1899.

Gentlemen.—The Directors now submit to you a Statement of the affairs of the Company, and Balance Sheet for the year ending 31st December, 1898. The balance of Profit and Loss Account for the year, after writing off all Charges and Expenses, amounted to \$6,710.75. The Directors, therefore, recommend that a Dividend of One Dollar per share be paid, which, after writing off the Directors' and Auditors' Fees, will leave a balance of \$550.70 to be carried forward to Credit of new Profit and Loss Account.

**DIRECTORS.**  
Messrs. F. Henderson and J. Goodman retire by rotation, but offer themselves for re-election.

**AUDITORS.**  
The Accounts have been audited by Messrs. Thos. Arnold and W. H. Gaskell, who retire, but offer themselves for re-election.

F. HENDERSON, Chairman.

Hongkong, 17th January, 1899.

## AFFAIRS AT WEI-HAI-WEI.

"Navalis" writes as follows to the *Times*:—Your Correspondent at Wei-hai-wei pathetically laments "the striking contrast" presented by "the feverish activity at Port Arthur" with the "inaction" displayed at our most recently acquired port. This is quite natural. The local tendency to measure the strength of a harbour by its visible defences has received sufficiently numerous manifestations. In 1875, as we know, there were "old women of both sexes" who regarded the defencelessness of Portsmouth and Plymouth with dismay. Yet the great influence of Pitt did not suffice to carry a moderate vote for the fortification of these places, because the opinions of a naval captain—Sir John Lewis—stood directly in his way. In 1893, the experience of war being wholly forgotten, we have seen the inhabitants of New York and Boston clamouring for defences against the hapless squadron of Admiral Cervera. Only the other day Wei-hai-wei was fortified with all the expensive elaboration which the modern theorist demands, with the result that it promptly fell as soon as the command of the sea was asserted by the Japanese, involving in its fate a Chinese squadron.

The policy of Russia in annexing, leasing, or asserting a sphere of influence in the terms are identical—Manchuria demands that Port Arthur should be made into a place of refuge and ultimately a base for her naval force in the Far East. That every effort would be made to fulfil these conditions was absolutely certain. Will some one explain why we wait either a refuge or a fortified base at Wei-hai-wei? If our fleet holds command of the Gulf of Pechili, it will, presumably, protect Wei-hai-wei. If it is not capable of asserting its command in these waters, it would be lunacy to send it there. Our vital interests in China lie hundreds of miles south of Wei-hai-wei, and it is sincerely hoped that nothing will be done to commit us to the passive defence of this very indifferent harbour. To take this step would imply adding largely to the great forces already absorbed by sedentary duties, subtracting from the offensive power, which would be the first essential in war, and dangerously enfeebling the action of our Navy.

## NEWSPAPERS AS BOOKSELLERS.

The Americanisation of our book-selling methods would seem to be extending apace, and the plan recently adopted by certain newspaper proprietors of offering publications direct to the public at an apparently cheap price appears to be, for the time being, remarkably successful. In the eyes of such traders it is, of course, a mere detail that all these excursions from their legitimate province encroach still further upon the already sufficiently precarious position of the retail bookseller. In these enlightened times the weakest must always go to the wall, whether booksellers or anybody else. And it must be confessed that nowadays when the power of advertisement is well nigh supreme, the newspaper people, who are not too nicely scrupulous, possess unique and inexpensive facilities in this direction; and are thus equipped with an advantage which the most prosperous publisher or the most enterprising bookseller is quite unable to equal.

For the moment the public may be attracted and fascinated by the supposed advantages presented to them, but they will, we fancy, discover before very long that no enterprising or successful trader is really a philanthropist, however well he may get the part, and that when the mood has passed away and the whole affair is seen in its true light, it will be found that the wonderful bargain offered was no bargain at all, and that, after all, the old ways are often more solidly advantageous.

In the instance of the *Times* reprint of the "Encyclopedia Britannica," which, as all our readers know, has been so industriously boomed, as the most wonderful literary bargain ever offered, it appears from a statement in the *Albion*, signed by the leading Booksellers' Associations that the gilt on the gingerbread is not there at all. Indeed, the sole advantage which the new system offers is the opportunity of purchasing for sixteen guineas and cost of carriage, a reprint, inferior in paper, print, and binding, of the legitimate edition, formerly obtainable in the ordinary way of trade for £18 carriage paid. The actual difference in price is, it will be seen, very much less than is represented, and when everything is taken into consideration, scarcely on the side of the buyer.

Similar considerations, it will be found, apply to the new issue by Messrs. Harmsworth Brothers of the "Hundred Best Books" chosen by Sir John Lubbock. We doubt exceedingly whether any individual of ordinary education, or want of education, can conceivably derive any benefit from reading, every item in the very miscellaneous list to which Sir John has given his imprimatur. The ordinary purchaser, when he receives his hundred weight or so of books, and endeavours to make himself acquainted with the extremely varied contributions to human knowledge they contain, will most certainly find a large proportion quite useless for his individual needs, and will regret that he allowed himself to be deluded by the recommendation, even of the Prince of Wales himself, to invest so much of his current capital in so profitless a speculation. He will find that he would have been much better off both as to his pocket and as to his knowledge, if he had been content merely to purchase those in the list which he was able to use and to appreciate, and had not encumbered his shelves with volumes which, however appropriate they may be to every gentleman's library, are more fitted for the dignified repose on the shelf, than for the affectionate handling and companionship of everyday life. Indeed, the whole matter is only another illustration of a remark we have already made—that it is possible to buy knowledge and literature too cheap.

For the moment this craze for an inexpensive book may seem to be necessary to the bookseller's industry, but we feel sure that the disease will be its own remedy. He may find some compensation in the hope that when the public discover, as they will, that exceptional cheapness is not only nearly always the result of unfair and illegitimate trading, but is in its own results undesirable for the purchaser, they will turn a deaf ear to such prospective allurements, and will find in their present experiences a preventive against similar intemperances in the future.

## RUSSIAN OFFICERS' PAY.

A supplementary credit of eleven million roubles has been assigned to the Russian Minister of War for the purpose of a considerable increase of pay to active officers throughout the army from the middle of next year. The minimum annual pay will be £70 for a sub-Lieutenant, besides house-rent allowance. Salaries have been hitherto so inadequate that officers have been forced to take out their pay by other occupations. General Kuropatkin, the new War Minister, has declared this to be impossible.

## FOREIGN MAKES PREFERRED.

The *Malay Mail* calls attention to the increasing sale of foreign manufactures, especially German, Belgian, and Swiss goods, in the Selangor markets. Blame lies at the door of English manufacturers for lack of enterprise and for disinclination to suit goods to customers. That journal points out that if English manufacturers want to keep the trade, the London, Liverpool, Bradford, and other Chambers of Commerce should combine and send a man to centres such as Singapore, with instructions to travel, and push British trade. As an instance of how matters stand, the following incident is related:—

We require 5,000 envelopes for use in this office. We look round for the cheapest presentable article. We find it at Kelly and Walsh's, who can supply excellent German-made envelopes at \$1.20 a thousand. Naturally, Kelly and Walsh being an English firm would sell English instead of German envelopes if they could buy them at the same price and of the same quality.

## NOTANDA.

## CALENDAR.

**JANUARY.**  
Meteorological means based on ten years' observations to 1893.

Barometer ..... 29.818  
Thermometer ..... 80.1  
Humidity ..... 77  
Rainfall ..... 8.58

**TO-DAY.**  
**WEATHER REPORT.**  
On date at 10 a.m. On date at 4 p.m.  
Barometer ..... 30.31 30.20  
Thermometer ..... 58 51  
Humidity ..... 52 50  
Rainfall ..... — —

**TO-DAY.**  
Thursday, 26th January, 1899.

Chinese—15th of 12th moon of 25th year of Kwang-shi.  
Moon—In Apogee 2hr. a.m.  
High water—Morning ..... 10hr. 33min.  
Afternoon ..... 3hr. 33min.  
Low water—Morning ..... 3hr. 24min.  
Afternoon ..... 2hr. 1min.

## ANNIVERSARIES.

1806—William Pitt died.  
1824—Lord Napier, W. H. C. Plowden and J. F. Davis appointed Superintendents of the Trade of British Subjects in China.  
1841—Hongkong formally taken, possession of by Sir J. J. Gordon Bremer.  
1865—Convicts forbidden to be sent to Australia.  
1881—British repulse at Laing's Neck.  
1885—General Gordon killed.  
1887—The C. N. Co.'s steamer *Hongchow* ran ashore on Tsing Sen, near Amoy, two natives drowned; the vessel finally got off.  
1892—Argyll and Sutherland Highlanders left Hongkong.  
1896—Salt junk seized by Chinese Customs in Hongkong waters.

**TO-MORROW.**  
Friday, 27th January, 1899.

Chinese—16th of 12th moon of 25th year of Kwang-shi.  
Moon—Full Moon 3hr. 17min. a.m.  
High water—Morning ..... 10hr. 52min.  
Afternoon ..... 3hr. 13min.  
Low water—Morning ..... 3hr. 57min.  
Afternoon ..... 2hr. 43min.

**ANNIVERSARIES.**  
1847—The Corn and Navigation Laws suspended.  
1859—William II. (German Emperor) born.  
1875—Establishment of Amoy Chamber of Commerce.  
1885—British steamer *Carisbrooke* burned and scuttled in Hongkong harbour.

## SHIPPING AND MAIL NEWS.

**MAILS DUE.**  
French (*Sydney*) 29th inst.  
Australian (*Chingtu*) 29th inst.  
American (*China*) 5th prox.  
Tacoma (*Victoria*) 5th prox.  
American (*Doris*) 14th prox.

The N. P. S. S. Co.'s steamer *Lennox*, arrived at Portland on the 24th instant.

The N. P. S. S. Co.'s steamer *Glenogle*, sailed from Yokohama for Tacoma on the 25th inst.

The P. & O. S. N. Co.'s steamer *Bombay*, left Singapore for this port at 2 p.m. on the 24th instant.

The N. P. S. S. Co.'s steamer *Victoria*, has arrived at Yokohama, and sails for Kobe and Hongkong to-day, the 26th instant.

We are informed by the Messageries Maritimes Co.'s steamer *Sydney* with the next French Mail, left Saigon for this port at 5 p.m. to-day, the 25th instant.

The Nippon Yusen Kaisha's steamer *Kama-kura Maru* (Europe Line) left Kobe via Moji for this port yesterday, the 25th, and is expected to arrive here on the 1st proximo.

**HONGKONG AND WHAMPDO DOCK RETURNS.**  
*Isidoro Pons* ..... at Kowloon Dock.  
*H. C. M. S. K. A. A.* .....  
*Atalanta* .....  
*Isle de Cuba* .....  
*Isle de Luzon* .....  
*Monmouthshire* .....  
*Breidale* .....  
*St. Enoch* .....  
*Columbia* .....  
*Changsha* ..... Cosmopolitan  
*D. Juan d'Austria* .....

**PASSER THE CANAL.**  
Outward—Dec. 20th *Glenic, Blirickdale*; Dec. 23rd *Wennington Hall*; Dec. 30th *Antenor, Boynton, Savola*; Jan. 3rd *Triste, Servia*; Jan. 6th *Glenargy, Sillesia, Nerlie*; Jan. 10th *Menclaus, St. Andrews, Zolus*; Jan. 13th *Liv, Hatching, Hanna, Huron*; Jan. 17th *Benlarig, Formosa, Moyunt, Suebia, Saphien*; Jan. 20th *Caladon, Konigberg*.  
Homeward—Jan. 19th *Orestes*; Jan. 20th *Glenargy, Kallou, Bremen*.

**CONSUMPTION, Wasting Diseases, and General Debility.**—Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the two are combined, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod Liver Oil. Ask a Glazier, can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong—(Adv.)

## Entertainment.

**THEATRE ROYAL.**  
**CITY HALL.**

**THE HONGKONG AMATEUR DRAMATIC CLUB.**

Will give Three more Performances of the Pantomime "THE YELLOW DWARF" on

SATURDAY, 28th January, 1899.  
WEDNESDAY, 1st February, 1899.  
SATURDAY, 4th February, 1899, at 8.30 P.M.

Dress Circle ..... \$3  
Stalls ..... 1  
Pit ..... 1  
Half Price to Soldiers, Sailors and Police in uniform to the Pit.

The Ticket Office will OPEN on THURSDAY, the 26th January, at 10 A.M. and continue open Each Day from 10 A.M. to 4 P.M.

Late Trans to the Peak.  
H. C. NICOLLE,  
Acting Manager.  
Hongkong, 16th January, 1899. [81a]

## Masonic.

EOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 30th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.  
Hongkong, 21st January, 1899. [108a]

## Intimations.

THE GREEN ISLAND CEMENT CO., LIMITED.

IN accordance with this Company's Articles of Association, Interest at the Rate of 12 PER CENT Per Annum is being charged on all unpaid CALLS.

SHEWAN, TOMES & CO.  
General Manager.  
Hongkong, 20th January, 1899. [101a]

## THE MUTUAL STORES.

28, 29 & 30, POTTINGER STREET.

THE BEST VALUE IN THE COLONY

FOR

GROCERIES AND PROVISIONS.

Hongkong, 26th December, 1898.

## NOTICE.

PROF. WINTER'S magnetic cure for CORNS, WARTS, BUNIONS, CHILBLAINS and INGROWING NAILS.

Apply to COTTON & Co., No. 5 & 7, Pedder's Street; Hongkong Hotel Buildings.  
Hongkong, 9th January, 1899. [44a]

**CARBOLINEUM AVENARIUS**  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINHARTMAN & Co.  
Hongkong, 11th September, 1896. [19]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE.  
THE Company's Steamship

"CHINGTU,"  
Captain Moore, will be despatched as above on TUESDAY, the 31st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 21st January, 1899. [104a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"INDRANI,"  
Captain Trotter, will be despatched as above on or about the 20th February.

For Freight, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 6th January, 1899. [155a]

FOR NEW YORK (DIRECT).  
THE Steamship

"KENMORE,"  
Captain Ellis, will be despatched for the above port on or about the end of February.

For Freight, apply to CARLOWITZ & Co., Agents.  
Hongkong, 12th January, 1899. [10a]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"HAILOONG,"  
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.  
Hongkong, 26th January, 1899. [123a]

"BEN" LINE OF STEAMERS.

FOR MANILA (DIRECT).  
THE Steamship

"BENVENUE,"  
Captain Potter, will be despatched as above TO-MORROW, the 27th instant, at Daylight.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 26th January, 1899. [114a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"NESTOR,"  
Captain Asquith, will be despatched as above TO-MORROW, the 27th instant, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 26th January, 1899. [60a]

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE AND BOMBAY.

Having connection with the Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO VENICE AND TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLOA.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD.

ALSO BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"DISAGNO,"  
Captain Manganzini, will be despatched as above TO-MORROW, the 27th instant, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.  
For Further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.  
Hongkong, 26th January, 1899. [120a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE.  
THE Company's Steamship

"FAUSANG,"  
Captain Moncur, will be despatched as above TO-MORROW, the 27th instant, at 2 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 24th January, 1899. [115a]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ENERGIA,"  
will be despatched as above on FRIDAY, the 27th instant.

S.S. "PATHAN" ..... About 2nd Feb., 1899.  
S.S. "SIKH" ..... 24th Feb., 1899.  
S.S. "ARCYL" ..... 11th Mar., 1899.

For Freight or Passage, apply to DODWELL & CO. LIMITED, Agents.  
Hongkong, 24th January, 1899. [136a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE VIA MANILA.

THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th January, 1899. [95a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched on TUESDAY, the 31st instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th January, 1899. [97a]

FOR SINGAPORE-PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"  
Captain J. C. Ollant, will be despatched for the above Ports on TUESDAY, the 31st instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.  
Hongkong, 25th January, 1899. [124a]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"COMMONWEALTH,"  
Captain James, will be despatched for the above port on TUESDAY, the 31st instant, at 5 P.M.

For Freight, apply to SHEWAN, TOMES & Co., Agents.  
Hongkong, 4th January, 1899. [122a]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU J. B. Macmillan	YOKOHAMA (DIRECT)	To-morrow, 27th Jan., at Noon.
TOKIO MARU J. Jones	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	Friday, 27th January, at 4 P.M.
KINSHU MARU W. Brady	SEATTLE, (WASH. U.S.A.) VIA KOBÉ, YOKOHAMA & VICTORIA, B.C.	Monday, 30th January, at 4 P.M.
KAMAKURA MARU N. Tenni	MAKESBLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	Thursday, 2nd February, at 4 P.M.
FUTAMI MARU	NAGASAKI, KOBE and YOKOHAMA	Tuesday, 7th February, at 4 P.M.

Through Passenger Tickets and Bills of Lading, issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 26th January, 1899.

## STANDARD OIL COMPANY OF NEW YORK. THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, &amp; SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX, Crude, Semi-refined and Refined.

ORDERS SOLICITED AND LOWEST PRICES QUOTED.

## DR. KNORR'S ANTIPYRINE

patented "LION BRAND" In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

## CHINA EXPORT, IMPORT &amp; BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION-AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RIGID HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1896.

## MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:—Miiki Coal Mines, Ohmura Coal Mines, Kanada Coal Mines, Tokyo Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Imperial Government Paper Mills, Japan, Cotton Cleaning and Wkg. Co., Shanghai, Onoda Cement Company, Japan, Kanagatani Cotton-Spinning Mill, Japan, The Miike Cotton Spinning Mill, Limited, Tokyo Cotton Spinning Mill, Japan, Hayashi Clock Factory.

Hongkong, 11th December, 1896.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUNTER and GLADIATOR Co., Ltd., DUNLOP TYRES' BICYCLES—PRICE, \$185.

A special reliable Watch made for this Climate.

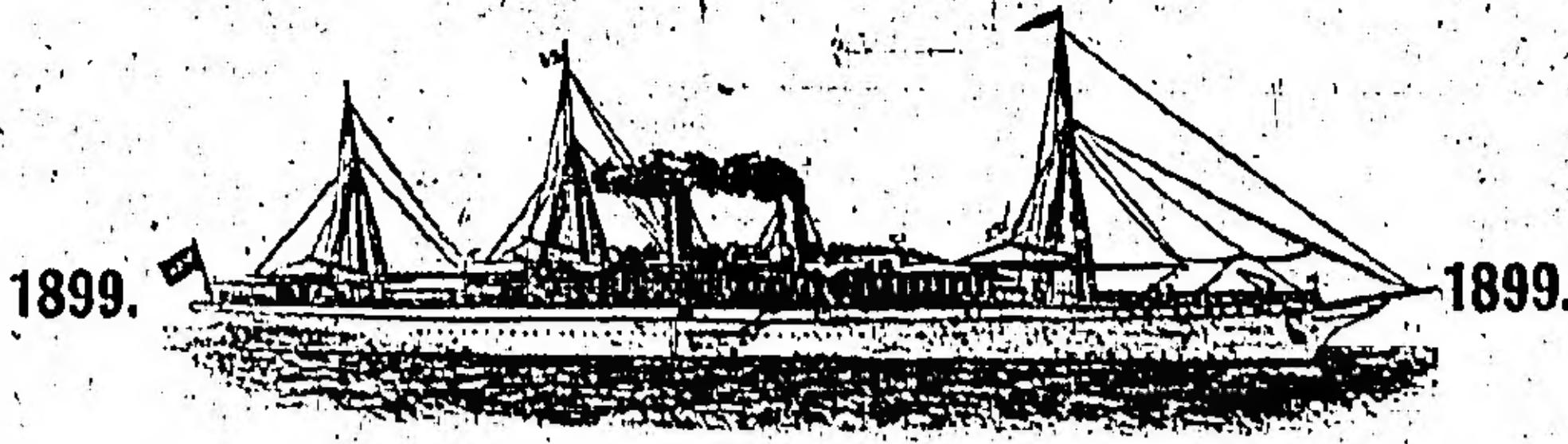
Quality A.....\$16

Quality B.....\$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.  
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 15th Mar., 1899.  
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, (Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 16th January, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 7th Feb., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 11th March, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 30th March, at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 7th February, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland-Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 16th December, 1898.

J. S. VAN BUREN, Agent.

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## Mails.

## NORTH GERMAN LLOYD.

(Freight Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
D. RICKMERS	HAVRE, HAMBURG/BREMEN.	6th February
Pape	(LONDON with transhipment in HAMBURG)	February
*SARNIA	HAVRE, HAMBURG/BREMEN.	About 15th
*Ehlers	(LONDON with transhipment in HAMBURG)	February
SILESIA	HAVRE, HAMBURG/BREMEN.	About 10th
*Behrens	(LONDON with transhipment in HAMBURG)	March
SUEVIA	HAVRE, HAMBURG/BREMEN.	About 20th
Poerck	(LONDON with transhipment in HAMBURG)	March
WITTENBERG	HAVRE, HAMBURG/BREMEN.	About 31st
Madsen	(LONDON with transhipment in HAMBURG)	March

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 19th January, 1899.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

Chi (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 16th Feb., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 14th March, at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 16th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 26th January, 1899.

J. S. VAN BUREN, Agent.

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## HAMBURG-AMERICA LINE.

(East Asiatic Service.)



## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.